

something that even you should never tolerate, the censorship of a Member of Congress from telling his constituents what's really going on around here, especially when their health care is concerned."

OVER 5,000 NOW DEAD IN AFGHANISTAN AND IRAQ

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from California (Ms. WOOLSEY) is recognized for 5 minutes.

Ms. WOOLSEY. Mr. Speaker, five American soldiers have been killed in Afghanistan so far this week. That brings the death toll in July to 31, making this the deadliest month for our troops since the conflict in Afghanistan began.

We also passed another tragic milestone this week. According to official Department of Defense statistics, over 5,000 American troops have now died in Iraq and Afghanistan, combined.

Of course, the human tragedy is even greater than that, because the 5,000 figure doesn't include the number of wounded American troops or the casualties suffered by the troops of other nations. It also doesn't include Iraqi civilian casualties or the military family members whose lives have been devastated. The human tragedy is so great, you can't really calculate it. And of course you must add in the Afghanistan civilian casualties as well.

What has been the reaction of this, in this Congress to the catastrophe? Well, we have passed yet another supplemental funding bill to keep the fighting going. But the situation in Afghanistan is becoming more and more dangerous. The U.S. Command expects that roadside or suicide bombings against our troops will be 50 percent higher this year than last year. In the first week of June, alone, there were more than 400 attacks, the highest level since 2001. And the Pentagon has admitted that we are losing troops at an alarming rate.

I voted against the supplemental funding bill because 90 percent of it pays for the military-only approach that has been such a failure in Afghanistan. Less than 10 percent of the supplemental goes to pay for the non-military activities that can actually prevent extremism in Afghanistan. These include economic development, reconstruction, humanitarian aid, civil affairs, and diplomacy. Even National Security Advisor James Jones has said that nonmilitary approaches are vital and that they have always been lagging.

Well, it's time for them to stop lagging, Mr. Speaker. It's time to put those ideas front and center. We must also launch a new regional diplomatic surge that engages Afghanistan's neighbors in efforts to help the Afghan people and strengthen the central government's ability to deliver services and protect the citizens.

In addition to Afghanistan, we must also pay attention to other parts of the

world where extremists take advantage of poverty and lack of opportunity to recruit new members. In these areas, America must invest in basic human needs like jobs, like health, education, education especially for girls and women who are often completely shut out of the classroom.

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This is what the people want. This is what they need from America, not more innovations, not more occupations. This is what will bring real hope for the people's future, and this is what will help to avoid adding extremists in the first place.

Mr. Speaker, by changing and by supporting smart power over other priorities and goals, we can give the people of Afghanistan help. We can help them build a stable and functioning state. We can save the lives of our troops, and we can go a long way toward defeating extremism and stopping those who threaten our security—oh, and it would save billions of dollars as well.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Mr. JONES) is recognized for 5 minutes.

(Mr. JONES addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

PROMOTE AVIATION THROUGH RESPONSIBLE POLICY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Kansas (Mr. MORAN) is recognized for 5 minutes.

Mr. MORAN of Kansas. Mr. Speaker, good evening.

Since the Wright brothers left the ground for the first time at Kitty Hawk, aviation has fascinated our collective imagination, contributed to unprecedented interaction among people, and grown to become one of the most important industries in our Nation.

Whether it was aviators of the past, like Charles Lindbergh, Amelia Earhart, or those more recently, like Steve Fossett, who flew a solo, nonstop trip around the world that began and ended in Salina, Kansas, aviation has had a unique ability to capture our attention and to inspire us to achieve things which we once thought were impossible.

Advances in aviation technology and engineering have led to the development of larger, faster, more fuel-efficient planes that carry passengers and goods around the world. The ease of travel and shipment modern aviation allows has contributed to a worldwide economic growth and to new opportunities for leisure travel for far more people than ever before. In America, the aviation industry accounts for more than \$1 trillion in economic activity each year. Millions of Americans are employed by this critical industry that facilitates so many other economic transactions.

As a Kansan, I take special pride in the aviation industry, which has deep roots in our State. Pioneers in the industry, such as Glenn Stearman, Walter Beech, Clyde Cessna, Bill Lear, and Amelia Earhart, all have important connections to the Sunflower State. Many of these innovators helped establish Wichita as the "Air Capital of the World." Today, a who's who of aviation companies operates in the city of Wichita, including Boeing, Airbus, Bombardier, Cessna, Hawker Beechcraft, Spirit Aerosystems, and Raytheon.

In Kansas, the aviation industry accounts for 20 percent of the State's manufacturing employment, and it employs tens of thousands of Kansans. Engineers, machinists, mechanics, inspectors, scientists, and technicians are dedicated to producing the best aircraft in the world. These employees take great pride in what they do, and they deserve our support.

Yet the industry faces significant challenges. The recession has hit aviation hard, and many workers have lost their jobs. During the difficult times that we're in, Congress especially needs to be supportive of this critical component of America's manufacturing base. Efforts to demagogue about the use of private planes and business aviation by private corporations harm this industry. I was troubled in January, during the consideration of the TARP Reform and Accountability Act, that provisions to limit businesses from leasing or from using general aircraft for business purposes were almost included in the final legislation. Doing so would have lowered the national aviation production, and it would have hurt workers everywhere, especially in Kansas, where more than 54 percent of our country's aviation products are manufactured.

Congress must remember the importance of this industry, not only to our national economy but to so many local and regional economies within the country. It is in our collective interest to protect and to encourage growth in the general aviation community.

As a member of the Congressional Aviation Caucus, I work to inform and to educate Members of Congress about the importance of this industry to our Nation. Congress was right to, once again, reject the "user-fee" proposal that would have further harmed general aviation. User fees would have unfairly burdened the general aviation industry. Congress must continue to oppose unnecessary taxes or fees on general aviation. Those in Congress must also question and fight the impractical regulations, such as the Transportation Security Administration's large aircraft security proposal, which would apply to many of the planes owned by individuals and small companies.

When it comes to key American industries, aviation is at the top of the list. I encourage my colleagues to join me in pledging to do all we can to promote aviation through responsible policy.